

Irish Peasants Have Cancelled Conference

Canadian Institute of Mining And Metallurgy Ends Successful Convention With Grand Banquet

Distinguished Gathering Held Address on "Policy of Development" by Minister of Agriculture—Great Mineral Resources of Alberta and West Outlined by ex-Premier Stewart

The MacDonald hotel was the scene, Thursday evening, of the banquet held in connection with the third annual convention of the Canadian Institute of Mining and Metallurgy, which must go down in history as a most successful function. Following a business session, the banquet was held in the grand ballroom of the hotel, where the speaker, Mr. J. H. Macdonald, president of the institute, presided over the gathering.

Under the direction of Howard Macdonald, president of the institute, the evening was rendered, through the efforts of the committee, a most successful one. The speaker, Mr. J. H. Macdonald, presided over the gathering, and the evening was rendered, through the efforts of the committee, a most successful one.

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DEVELOPMENTS ON THURSDAY WERE SURPRISE

Lloyd George Won't Recognize DeValera as Representing Independent State

STILL NEGOTIATING

Prime Minister Is Careful Not to Close Door to Future Discussion

LONDON, Sept. 15.—The arrangements for the proposed Irish peace conference are cancelled, but the negotiations are still not ruptured. That in brief is the surprise of today's unexpected developments.

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LONDON, Sept. 15.—The Daily Graphic says that Eamon DeValera's "misguided action" will be followed by the whole British Isles with dismay, and believes that it will cause consternation in Ireland. "Ireland is a land of surprises," continues the Graphic. "And we may yet hope that DeValera and his colleagues will have sense enough to see that the stiff-necked neck attitude towards the British government is condemned by the whole world out side of Sinn Fein Ireland, and is the road to utter ruin."

BRITISH ROYAL COMMISSION DECLARES EMBARGO AGAINST CANADIAN CATTLE IN LIVE STATE SHOULD BE REMOVED

LONDON, Sept. 15.—(Canadian Press Cable)—After a dispute lasting more than twenty years, a British royal commission has decided that Canadian cattle are healthy, and that the embargo against their admission to Britain on the hoof and their addition to the herds of England, for breeding, dairying and beef purposes, can safely and profitably be removed.

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Membership of League of Nations May Be Raised to Fifty-- Latvia And Estonia Admitted to Body

Applications of Lithuania and Hungary Are Put Over--Political Committee Recommends Inclusion in Peace Treaty With Turkey

GENEVA, Sept. 15.—The membership of the League of Nations will be increased to fifty, if the assembly today adopts the resolution which today decided to accept the admission of Latvia and Estonia to the league.

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For thirty years, says the report, an cattle disease has existed in Canada, and any danger of importing such disease from the United States is avoided by the prevention and policing of the cattle.

The commission does not think it time yet to recommend a quarantine system for the cattle, but it is likely to come from any other part of the world.

The finding of the commission that the cattle disease was one on which great differences of opinion existed in the United Kingdom, London, and the towns generally favored admission on the basis of the findings of the commission.

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Many Tenants of Northern Australia Jailed for Tax Payment Default on Land

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ARBuckle MAY NOT BE TRIED MURDER CHARGE

Probable That States Attorney Will Ask Court for Its Withdrawal

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Coal Tenders Received by Public School Board Display General Uniformity in Prices Quoted

Supply Committee Is Asked to Furnish Report on Offers—'Comline' Among Dealers Again Alleged—High School Students Complain of Distances Travelled to School

Edmonton Public School Board on Tuesday received tenders for coal for the coming year.

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MINING ENGINEERS TO GIVE ADDRESS TO BOARD OF TRADE

Thomas Wilson, deputy minister of the province of Ontario, will be the speaker at the address of the Mining Engineers to the Board of Trade.

Unemployment—Freight Rates— And The Railways

THE INDICATOR OF TRUE PROSPERITY IS EMPLOYMENT. The presence of unemployed men, unemployed machinery, unemployed railway equipment, and unemployed capital in Canada is reason enough, therefore, for every large Canadian business interest to study its relation to the general problem—to see whether anything in its power remains to be done to advance the general prosperity of the country.

In this connection the railway companies have been specially interested. Freight rates touch everyone, and, because they touch everyone, are always close to the public consciousness and more conveniently attacked than the true causes of depression which are less easily discerned and more difficult, if not indeed impossible, to control.

Furthermore, the railways while joining with everyone else in the general agitation for deflation of prices and wages—found themselves recently in the

seemingly anomalous position of demurring when it was proposed to lower railway rates. They were made to appear as though they were endeavoring with one hand to put wages down and with the other hand to keep rates up, thereby securing for their own treasuries instead of passing on to the Canadian public any saving effected on the wage rolls. They were placed in the equivocal position of having urged blanket increases of rates when wages went up—and of opposing blanket decreases when wages were seemingly decreased.

THE FOLLOWING STATEMENT is offered, therefore, with a view to exhibiting what the railways believe to be the true relation of railway freight rates to the question of unemployment, outlining the history of Canadian rates, explaining something of the groundwork of rate-making and clearing up the seeming anomalies referred to, so that none may remain as possible causes for future weakening of confidence between the public and the carriers.

Freight Rates and Unemployment

WITH a large part of the world's population idle, or only partially efficient owing to wars or disturbed political conditions—with investors in many parts of the world almost afraid to expose their investments, organizers afraid to organize, capital hesitating to invest—a corresponding proportion of world production is missing. The total of goods available for the world is less than normal. Those who do not produce—speaking generally—cannot buy. Few purchasers—few sales; few sales—little employment. This is the great world-wide fundamental of the unemployment situation.

The condition is international, not local to Canada. If Canadian railway rates were a determining factor in making the sale prices of our export goods; in other words, if Canadian prices were higher in international markets than the goods of our competitors, then railway rates would be contributing to unemployment in Canada by depressing our sales abroad. Lowering the number of our customers, and the orders coming in to our producers.

But in the first place the real effect of freight rates on price making is a debatable point. This is proven.

(1) By the fact that prices fell last fall after the rates were increased instead of rising as the retail trades had prophesied:

(2) By the fact that a ten per cent. reduction on Western coal rates, offered in order to stimulate coal movement in the summer months, was followed by a drop in the coal tonnage offering instead of an increase.

In the second place, assuming for the purpose of argument they did have serious effect, Canadian export rates are lower and not higher than the rates in countries with which Canada may be compared. Mile for mile, the haul from Western Canadian points to the head of navigation is cheaper than in the United States. The export rate on grain is lower than it was last August.

In other words, in international competition on her chief lines of export, Canada is helped by her railway rates. So far as international trade is concerned, they are alleviating unemployment rather than aggravating it.

Inside Canada the same is true. Although it is a very difficult point to prove or disprove, the railways of Canada are sincere in claiming that, by and large, goods are carried more cheaply in Canada than in the United States. Canada had one blanket reduction of five per cent. last January, whereas there is still no decrease, nor immediate prospect of a blanket decrease in the United States.

The Trend of Freight Rates

With the exception of war and post-war conditions—the whole tendency of freight rates in this country, as in any other progressive country of its kind, is downward. As Canada's population rises, as our industries multiply and the density of traffic becomes more nearly like that of older countries, some of the principal costs of railway service can be subdivided among a great number of shippers and travelers, levying on each, therefore, a smaller fraction of these costs than before. For twenty years prior to the war, traffic was on the increase. For twenty years, therefore, the railways have been adjusting rates downward—quite apart from special decreases put in effect by the board of railway commissioners. These revisions have been skillfully applied by experienced practical economists—that is, by the freight traffic experts of the railways, whose business it is to know all branches of industry intimately, so that the benefit of these voluntary rate adjustments would go to "key commodities," thus stimulating further growth of the country.

increase in traffic, and in the end, further reductions of rates. The difference between giving a reduction to a "key industry" rather than spreading over all kinds of goods is illustrated in the case of a certain small railway which by concentrating rate reductions on lumber enabled the mills of that region to remain open and the people to remain at work, whereas if the effect of the reduction had been scattered over all the goods carried by that road each family would have been able to save a small handful of silver in a year (provided the decreased rates had been passed on as decreased prices by storekeepers)—but there would have been almost no employment.

So much for the day to day rate reductions arranged on thousands of articles by the traffic departments of the roads. In 1907 a substantial reduction in Eastern rates was made. In 1914 a very material cut was applied in the West. So that the transcontinental lines entered the war period with a depressed earning power.

NOW WHILE ALL—even the railways—see the desirability for low freight rates, there are certain limits beyond which no one urges reductions. Of course, there are theorists such as Mr. Bernard Shaw, who believe that all railway service should be free. But leaving aside views so far in advance, as yet, of public opinion, it is assumed by most people that a railway will give best service at least cost—because, of course, even free railways must be paid for by the taxpayer—when their managements are allowed to show their mettle by meeting the obligations of their properties out of their earnings. It is usually recognized that these obligations fall into two groups:

Group 1. To pay their employees to pay, for current supplies of materials such as coal, etc.; to pay for repairs and replacements.

Group 2. To pay such wage or hire for the use of the capital which built these railways as will make Canadian railway securities always desirable, and easily marketed, whether as bonds or stocks. This involves more than the mere payment of the established rate of dividend in the case of privately owned roads. It involves the earning also of some surplus—a safety margin of income over expenditure, which will assure investors of complete safety. This principle of a surplus was definitely established by the judgment of the board of railway commissioners in 1914, under the chairmanship of Sir Henry Drayton—and upheld by its judgment of 1920, when the matter was again considered exhaustively. When this principle rests Canada's ability to enter the money markets whenever she may need and feel confident of bringing back funds for extending her railways as she may require in the future.

War conditions, following the Western and Eastern rate adjustments, brought the railway managements sharply up against these fundamental problems. Comparing the government's figures for 1907 against 1919—the last year for which the railway blue book is available—the wage bill of the railways rose 306 per cent., coal 345 per cent., ties 220 per cent. But neither the volume of traffic nor the scale of freight rates increased in comparable degree during that period. The actual revenue per ton per mile (which is the real proof or disproof of the matter) advanced only twenty per cent. over 1907. The year 1920 enlarged the discrepancy, although an increase of 35 per cent. on Western lines and 40 per cent. in the East was supposed to yield enough additional revenue to meet the increased wages. The increased wages were effective from May first—the increased rates not until September. The effectiveness of that increase depended on the volume of traffic remaining at a fairly high level. It did so for a time, then began to drop. Today it is very low. Nevertheless, a five per cent. decrease was applied in January.

For the first six months of 1921 as compared to the first six months of 1920, the volume of traffic on the most fortunately situated Canadian road fell 26.72 per cent., and its revenue on this business, in spite of the higher rates, fell 11.14 per cent.

The net result of these changes has been a state of emergency in the offices of even the most fortunately situated of all Canadian roads, wages could be paid and bills met on time. Even the usual dividend was paid a very slight surplus—one of the factors in maintaining the reputation of Canadian railway securities, was earned. But this was only done by deferring work that must ultimately be done on current account. Such economies cannot long be continued without eating too far into the broad safety margin which the Canadian roads maintain. Nothing but slackened speed of trains and reduced Canadian industrial efficiency can result if these savings have to be long continued. Falling traffic still further aggravates the condition. Maintenance cannot continue to be sacrificed to protect the credit of your railway securities. Neither can be neglected.

In May the managements approached the task of reducing their wage bills for the first time in many years it was the managements and not the men who were taking the initiative. They had been forced to adopt the wage time increases granted in the United States—where 92 per cent. of the members of the railway unions lie. Therefore when the reverse movement was undertaken in that country the Canadian roads at once gave due notice and a provisional and conditional decrease of roughly 10 per cent.—corresponding to the same movement in the United States—was put into effect, tentatively, as from July 15th. This reduction has not been accepted by the United States membership of the unions, where a vote is being taken on the question—nor by the Canadian membership, who have applied for a board of conciliation. Every resource of the managements will be used to sustain this imperatively necessary and only too moderate reduction of their wage bills—which account for sixty percent. of the cost of operation—they are compelled to regard the matter as still unsettled and therefore not to be considered as a basis for the reduction of railway rates—a view which a majority of the board of railway commissioners has just expressed in its judgment.

In Conclusion

The railway managements welcome deflation of railway rates and are working steadily towards that end. On two grounds, however, they asked that any general decrease be deferred:

First—because the so-called wage decreases are not yet assured and cannot be until the parallel decreases in the United States, where 92 per cent. of the union membership lies (and where no general freight rate reductions have been ordered), are settled.

Second—because the volume of traffic in the immediate future is problematical and any serious decline, if coupled with a decrease in rates, would have very grav effect on even the most favorably situated managements.

The railways have spoken against blanket decreases on the grounds that it would be in the interests of the country as a whole to concentrate any beneficial effect to be expected on "key commodities" rather than distribute them over all classes of goods, thereby benefitting only the distributors.

They have been actuated throughout by the desire to assist in the process of deflation—objecting only when that process might seem to threaten their solvency and injure them—and through them the ultimate interests of the Canadian public.

THE RAILWAY ASSOCIATION OF CANADA

263 St. James Street, Montreal, Quebec

BASEBALL
CRICKET
RACING
TENNISBASEBALL
FOOTBALL
BOWLING
BOXINGCALGARY DEFEATS WINNIPEG
SIX TO TWO AND TAKES LEAD
IN WESTERN CANADA PLAYOFF

Sweeney Bests Lane, Who Is Touched for Twelve Blows—Errors Also Played Part in Victory—Brooks Have One Game Lead in Series—Sweeney Pitches and Hits Well—Money Hit Home Run with One on Base

CALGARY, Sept. 15.—Calgary got the jump on Winnipeg in the race for the 1921 pennant by winning tonight's game 6 to 2. Sweeney bested Lane in a great hitting duel and but for an error by

The Score Board

National League		
New York	.....	W. 4
Pittsburgh	.....	4
St. Louis	.....	4
Boston	.....	4
Brooklyn	.....	4
Chicago	.....	4
Cincinnati	.....	4
Philadelphia	.....	4

Recruit Responsible
CHICAGO, Sept. 15.—George Starnes, recruit pitcher from Sioux Falls, S.D., was captain in the first inning, and after walking two men, was touched for four hits which gave Philadelphia the first game in 12 years since 1880.

Smith's Home Run
ST. LOUIS, Sept. 15.—Smith's home run in the third, which gave St. Louis the lead, was the only home run in the game with Brooklyn ending 2 to 1.

Winners and Runners, Cleveland, York, Jones and Kullback.

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American League		
New York	W. 4
Cleveland	4
St. Louis	4
Washington	4
Philadelphia	4
Detroit	.....	4
Chicago	.....	4
Philadelphia	.....	4

Code Gate Win
BOSTON, Sept. 15.—Boston defeated Philadelphia today 4 to 2. Cooper gave St. Louis the lead, which was maintained by Sweeney.

Brooks Have One Game Lead
NEW YORK, Sept. 15.—Brooks, famous pitcher of the New York Americans, broke his long losing streak today by winning the first game of the series with St. Louis.

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BABE RUTH CHOOSING BAT WITH WHICH
HE BATTERED OUT HIS 54TH HOME RUN

The Batterer Bunched Babe Ruth, yesterday hung up a new season's home-run record. The photograph was taken by the Yankee Red Sox picking out the bat with which to do the trick.

Jones Makes Good with
Oakland: Is Accepted
After Pitching Twice

Pitcher Jones who was sent to Oakland by the Athletics, yesterday made good on condition that he was accepted by the league club.

Jones pitched two games, the first was a win for Oakland, the second was a loss to the Athletics.

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SCONA HOLDS
SHAMROCKS TO
NO GOAL DRAW

Shamrocks Missed a Penalty Kick—Game Finished in Heavy Darkness

Scotiashock footballers held the Shamrocks to a no goal draw in their game at the Home Park grounds.

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Sport Comment

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ESKIMO STAR BREAKS NOSE;
MAY BE OUT OF GAME WITH
HAMILTON TIGERS OR LONGER

Several New Players Turn Out and Squad Begins to Assume Appearance of Real Team—Eskimos' Tramp Card Suffers Injury Which May Weaken Team for Opening Game—Only Dangers Are Accidents and Disqualification

About four more workmen in all that remain to the Eskimo grid-iron warriors before the first game with the Hamilton Tigers on Thursday. It isn't enough to get together a team, but the Eskimos are just getting started.

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United States Seniors
Defeat Canadians 25-2
in Annual Golf Match

NEW YORK, Sept. 15.—The team of the United States senior golf association today defeated the Canadian team by a score of 25 to 2 in the third day of the annual match.

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NEW CAPS

IN the first place, they're one piece. Caps. That means a lot, because the best Caps are made that way. All the new shapes are here, of course, and a batch of snappy new patterns in light, medium and dark colors. Satin linings.

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TODAY AND TOMORROW

Mr. and Mrs. CARTER de HAVEN

Burning Laughing Gas that will cure any crank case in



From the opening until the final fade-out you will gasp for breath for the next laugh. The greatest mirth provoker the De Havens have ever produced.

Hudson's Bay Company's Fall Fashion Parade

Presenting the season's most authoritative Fall and Winter styles—At 7:30 to 10

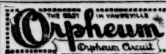
NEW EMPIRE-TONIGHT at 8:15

Popular Matinee Saturday at 4:30 — Not a Moving Picture

MADEMOISELLE of ARMENTIERES

A War Comedy of Canadian Soldier Life in France

EVENINGS: 8:15, 9:15, 10:15. Sat. 4:30, 6:30, 8:30, 10:30



AT NEW EMPIRE

Next Monday, Tuesday and Wednesday

9:15—TWICE DAILY—8:15

HELEN KELLER

Blind, Deaf and Formerly Mute

Miss ANNE SULLIVAN MACY

Her Teacher and Life-Long Friend

MISS KELLER

BOB LA SALLE

MANAGER BARBACK

THE ORPHEUM

GEORGE and MAX LA FENNE

HARRY J. CONLEY

With "The Idol Dancer"

With "The Idol Dancer"

With "The Idol Dancer"

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Secrets of the Movies Revealed

Q—How do I, Edna, and de la

make to dance on top of birthday

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FAMOUS CHARACTER OF WORLD WAR HAS HER PLACE STILL

During the late unimagined war no name was more familiar to the world at large than that of the famous character of the world war.

At intervals, certain others appeared to rival this famous lady. There were the famous character of the world war.

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PRODUCTIONS AT CITY THEATRES FOR TODAY

STAGE

NEW EMPIRE

Mademoiselle of Armentieres

SCREEN

Robt. Daniels in "Ducks and Drakes"

STAGE

William Forman in "The Seal"

SCREEN

"Silva"

SCREEN

Robt. Daniels in "Ducks and Drakes"

SCREEN

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Metropolitan

Never in the history of silent drama

has there been a picture whose impact

on the audience has been so wide

and so deep as that of the picture

which is now being shown at the

Metropolitan Theatre.

"Where's Life?" is a picture

which is now being shown at the

Metropolitan Theatre.

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Prompt Deliveries at All Times
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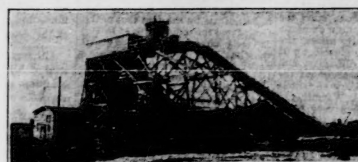
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One of the best Domestic Coals in use owing to its
**Cleanliness, Very Low Ash Content, Minimum of Smoke
 or Soot and to the Clear Bright Fire it Produces**

DON'T POKE IT—IT BURNS ITSELF

"SHIPMENT MADE SAME DAY AS RECEIVED"

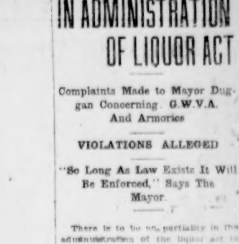
CAPACITY 35 CARS A DAY
FRESHLY MINED COAL ONLY

Nature Aids Dobell Mine to Develop Resources

Pre-Historic Influences Displaced a Thousand Feet of Overburden—Remainder is Now Removed With Steam Shovel and Scraper—Only Necessary to Handle Once—Railway Trucks Are Shunted to Face of Seam and Loaded Direct

[illegible][illegible]

BRINGING UP FATHER



INSURANCE

EDMONTON, ALBERTA, 16th SEPT.—The following companies are now in operation: The Canadian Life Insurance Co., Ltd., 1000 Main St., Phone 1000; The Canadian Life Insurance Co., Ltd., 1000 Main St., Phone 1000; The Canadian Life Insurance Co., Ltd., 1000 Main St., Phone 1000.

INSURANCE—WELDER BROS., 1000 Main St., Phone 1000; WELDER BROS., 1000 Main St., Phone 1000; WELDER BROS., 1000 Main St., Phone 1000.

IRON WORKS—EDMONTON IRON, FENCE AND WIRE WORKS, 1000 Main St., Phone 1000; EDMONTON IRON, FENCE AND WIRE WORKS, 1000 Main St., Phone 1000; EDMONTON IRON, FENCE AND WIRE WORKS, 1000 Main St., Phone 1000.

EDMONTON IRON WORKS, LTD.—IRON AND BRASS FOUNDRY, 1000 Main St., Phone 1000; IRON AND BRASS FOUNDRY, 1000 Main St., Phone 1000; IRON AND BRASS FOUNDRY, 1000 Main St., Phone 1000.

NICHOLS BROS. MACHINISTS—DEALS IN ALL KINDS OF MACHINERY, 1000 Main St., Phone 1000; DEALS IN ALL KINDS OF MACHINERY, 1000 Main St., Phone 1000; DEALS IN ALL KINDS OF MACHINERY, 1000 Main St., Phone 1000.

IMPERIAL BRASS AND IRON FOUNDRY—LTD., 1000 Main St., Phone 1000; LTD., 1000 Main St., Phone 1000; LTD., 1000 Main St., Phone 1000.

CUTTS MACHINERY CO., LTD.—805 10th Ave., Phone 1000; 805 10th Ave., Phone 1000; 805 10th Ave., Phone 1000.

MULTIGRAPHING—EDMONTON PUBLIC MULTIGRAPHING CO., 1000 Main St., Phone 1000; EDMONTON PUBLIC MULTIGRAPHING CO., 1000 Main St., Phone 1000; EDMONTON PUBLIC MULTIGRAPHING CO., 1000 Main St., Phone 1000.

JUNK DEALERS—THE EDMONTON JUNK CO., 1000 Main St., Phone 1000; THE EDMONTON JUNK CO., 1000 Main St., Phone 1000; THE EDMONTON JUNK CO., 1000 Main St., Phone 1000.

MACHINERY—THE CULLEN & SONS, 1000 Main St., Phone 1000; THE CULLEN & SONS, 1000 Main St., Phone 1000; THE CULLEN & SONS, 1000 Main St., Phone 1000.

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WHAT ABOUT YOUR WINTER'S FUEL?

(Continued from Page Nine).

B.L.U.'s, \$9.20. The Canadian railroads, \$8.50. The Canadian railroads, \$8.50; the balance of fuel is to be sold at a price of \$10.00 per ton.

This analysis shows that the domestic has slightly less ash and slightly more volatile matter than the railway coal. While there is no essential difference in the constituent materials, there is a considerable difference in their proportion. The important difference is that the domestic coal has more moisture and less carbon than the railway coal and therefore has a lower fuel value.

Measured in British thermal units the domestic coal has two thirds of the fuel value of railway coal. Of course it would be a mistake to suppose that there are no variations from the comparative analysis given of the two classes of coal. But the figures given will answer for purposes of comparison when prices and values are being considered.

Three Groups of Alberta Coal.

Railway coal and other conditions naturally group the coal mines of Alberta into three fields. Lettbridge, Taber and Crow's Nest are the most southerly field, and the one that has been worked longest and most extensively. Drumblair, Camrose, Hardisty and Nordrey, constitute the central field. Edmonton, including the mountain and foothills coal fields, and the C.N. west, is the most northerly field.

The Edmonton field is spread over a much greater area than either of the more southerly fields and therefore has a larger number of mines and a wider variety of coal conditions. It is divided into three sections. The prairie, the foothills and the mountains. The prairie section produces domestic coal field as it is now being worked extends from Toftdale forty miles east of Edmonton on the C.P.R. to Evansburg 46 miles west on the same line, and from Camrose, 60 miles south, to Cardiff, 25 miles north of Edmonton. Within that area are 37 operating coal mines; but some of them have only a very small output. The larger ones are:

Underwood Typewriters—All kinds of typewriters, 1000 Main St., Phone 1000; All kinds of typewriters, 1000 Main St., Phone 1000; All kinds of typewriters, 1000 Main St., Phone 1000.

UNITED TYPEWRITER CO., LTD.—1000 Main St., Phone 1000; 1000 Main St., Phone 1000; 1000 Main St., Phone 1000.

REPAIR ALL MAKES—REBUILT TYPEWRITERS—1000 Main St., Phone 1000; 1000 Main St., Phone 1000; 1000 Main St., Phone 1000.

UNDERSTANDING—ANDREWS BROS.—FURNITURE, 1000 Main St., Phone 1000; ANDREWS BROS.—FURNITURE, 1000 Main St., Phone 1000; ANDREWS BROS.—FURNITURE, 1000 Main St., Phone 1000.

THE CONNELL-ARMSTRONG CO., LTD.—1000 Main St., Phone 1000; 1000 Main St., Phone 1000; 1000 Main St., Phone 1000.

HOWARD & MERRILL LTD.—FURNITURE—1000 Main St., Phone 1000; 1000 Main St., Phone 1000; 1000 Main St., Phone 1000.

WAINWRIGHT & JACKSON, LTD.—1000 Main St., Phone 1000; 1000 Main St., Phone 1000; 1000 Main St., Phone 1000.

VETERINARY SURGEONS—DR. C. A. GUTH, 1000 Main St., Phone 1000; DR. C. A. GUTH, 1000 Main St., Phone 1000; DR. C. A. GUTH, 1000 Main St., Phone 1000.

WELDING—STEEL PLATE WORK, 1000 Main St., Phone 1000; STEEL PLATE WORK, 1000 Main St., Phone 1000; STEEL PLATE WORK, 1000 Main St., Phone 1000.

GABRIEL AND BACHMANN HOLD—1000 Main St., Phone 1000; 1000 Main St., Phone 1000; 1000 Main St., Phone 1000.

City of Edmonton—TENDED FOR PIG LEAD, 1000 Main St., Phone 1000; TENDED FOR PIG LEAD, 1000 Main St., Phone 1000; TENDED FOR PIG LEAD, 1000 Main St., Phone 1000.

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STOCKMEN OF THE PROVINCE EXPECT LITTING EMBARGO

Favorable Report of Special Commission in British Views Satisfaction Here

HOADLEY GIVES VIEW

Free Entry of Canadian Cattle in England Not Whole Solution Problem.

In common with other prominent stockmen of the province, George Hoadley, minister of agriculture, has given a favorable report of the special commission in British views on the problem of the cattle trade.

The commission, which was appointed by the British government, has been working for some time on the problem of the cattle trade, and has now submitted its report to the British government.

The report is a favorable one, and it is expected that the British government will accept the recommendations of the commission.

The commission has recommended that the British government should accept the recommendations of the commission, and that the British government should accept the recommendations of the commission.

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DISEASE THEORY IS REFLECTED BY COURT OF INQUIRY

Admits Removal Would Have Effect on British and Irish Interests

WOULD INCREASE SUPPLY

Board of British Cattle Embargo Submit Report on Result of Inquiry

The board of inquiry into the cattle embargo has submitted its report to the British government, and it is expected that the British government will accept the recommendations of the board.

The board has recommended that the British government should accept the recommendations of the board, and that the British government should accept the recommendations of the board.

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